

BICYCLE TRANSPORTATION ACCOUNT PROJECT APPLICATION

I. APPLICATION INFORMATION

Applicant Agency: City of Rancho Cucamonga

Address: 10500 Civic Center Drive

City: Rancho Cucamonga **County:** San Bernardino **State:** CA **Zip:** 91739

Contact Person: Maria E. Perez, Associate Engineer

Phone: (909) 477-2740 **Ext:** 4036 **E-Mail:** mperez@ci.rancho-cucamonga.ca.us

State Legislative Districts: Senate 31 Assembly 62 Caltrans District: 8

II. PROJECT INFORMATION

Project Title: Pacific Electric Inland Empire Trail, PEIE Trail, Phase V

Project Location: Rancho Cucamonga, east of Etiwanda Station to East City Limit

Project Type: (Check all that apply)

Class I Bikeway ☒

Class II Bikeway ☐

Class III Bikeway ☐

Other ☒

Project Description: In the space provided, describe the project scope, purpose, and need. Include a map to scale with north arrow detailing the project location, length, limits, land uses, and destinations served.

The project calls for the construction of approximately 2630 linear feet of the Pacific Electric Inland Empire Trail, a Class I multi-use community trail, located within the 80' wide Pacific Electric Railroad right-of-way. This is the City's eastern most segment of trail. It runs from 1350 feet east of Etiwanda Avenue to the east city limit. This 1/2 of a mile segment is part of the 7 miles of trail, within the City of Rancho Cucamonga, which in turn is a part of the larger bi-county project that utilizes the historic Pacific Electric Railway right-of-way to develop a total of 26 miles of 'rail trail' and 'rail-with-trail'. The trail, when complete, will provide a premier regional bicycle and pedestrian route for commuting and recreation; linking San Bernardino and Los Angeles Counties, and ten cities serviced by the corridor. The proposed segment of trail is the eastern connection to the City of Fontana.

The first segment of trail in Rancho Cucamonga, approximately 3.1 miles, is funded and scheduled for design and construction fiscal year 05/06. This segment begins at Haven Avenue and extends to the Historic Etiwanda Train Station sight, east of Etiwanda Avenue.

The second phase of the trail, between Amethyst Avenue and Archibald Avenue (historic Alta Loma), received BTA funding. The design is complete and will be combined with phase III for construction.

The third phase of the trail, from Archibald Avenue to Haven Avenue, was awarded Article 3 bicycle/Pedestrian Program Grant funding. The design process is currently under way with and anticipated construction date of May 1, 2006.

III. EVALUATION CRITERIA

(To be completed by applicant)

Eligible BTA projects are those that serve the functional needs of bicycle commuters. Accordingly, BTA project applications will be evaluated as Excellent, Good, Fair, Poor, or Ineligible according to the following criteria. In the space provided, describe how well the proposed project fulfills the following program criteria.

1. Will bicycle commuters be the primary users of the proposed project?

Trail commuters are estimated at 3,800/day. Surveys show 39% of trail users currently riding bicycles along abandoned, unimproved railroad corridor. The trail will serve one of the State's largest bicycling populations. There are connections to a north-south Class I bike lane and an east-west Class II bike lane within the project boundaries. The trail will provide a recreational opportunity and facilitate pedestrian/bicycle movement to shopping services, local and regional parks.

2. Does the proposed project have the potential to increase bicycle commuting?

Yes, the east-west cross-town orientation of the corridor provides convenient access to the project from most City destinations. Bicycle lanes and existing community trails intersect the project at regular intervals. This facility will improve access and provide connection to these adjoining, existing bike routes in the City's system. The project will serve as a primary segment in the countywide system, increasing non-motorized access.

3. Is the proposed project the best alternative for the situation?

The PEIE Trail will serve as an alternative to heavily-traveled Foothill Boulevard(>45,000 ADT). With approximately 25% of San Bernardino County's population residing near the trail, its improvement will help fill a local and sub-regional gap for bicyclists and pedestrians. Shown on statewide and regional plans, this project has been listed among top priorities in the Countywide Non-Motorized Transportation Plan, by the City and each of the jurisdictions along the corridor.

4. Will the proposed project improve bikeways and/or amenities that support bicycle commuting e.g. bicycle parking, lockers, showers, lighting, call boxes, maps, and bicycle safety education programs?

The proposed project will join the City's segments to the west, currently under design and a connection for future trail construction through the City of Fontana. For the limits proposed, the trail will be improved with a concrete multi-use community trail. It will provide lighting, parking facilities and directional information.

5. Will the proposed project provide or improve bikeway continuity to activity centers such as public buildings, transit terminals, business districts, shopping centers, schools, etc.?

The PEIE trail will provide access to several local shopping centers, the City's new Central Park/Community Center, library, regional shopping center, local schools, and parks.

IV. PROJECT BUDGET

Funding	Engineering/Design	Right of Way	Construction	Total	Percent
BTA Funds	\$39,000.00	0	\$547,000.00	\$586,000.00	89.33%
Local Funds	\$7,000.00	\$0.00	\$63,000.00	\$70,000.00	10.67%
Other	\$0.00	\$0.00	\$0.00	\$0.00	
Total	\$46,000.00	\$0.00	\$610,000.00	\$656,000.00	100.00%

V. PROJECT SCREENING CRITERIA

A. Local Match

1. Will applicant provide the local share as indicated in the project budget table above?
(Note: The minimum local share required is 10% of the total project cost.) Y ☒ N ☐
2. What is the estimated completion date of the proposed project? Month: JUL Year: 2007

B. Bicycle Transportation Plan (BTP)

1. Name of BTP applicant is using to establish eligibility for BTA funding?
BTP: San Bernardino county Non-motorized Transpor BTP Adopted Date: 8/21/2002
2. Name of Regional Transportation Planning Agency (RTPA)
RTPA: San Bernardino Association of Governments BTP Approval Date: 6/6/2001
3. Is the BTP approved by the BFU? Y ☒ N ☐
4. Is the applicant submitting a BTP for BFU approval? Y ☐ N ☒
5. Is the proposed project consistent with the BTP? Y ☒ N ☐
6. BTP page number identifying the proposed project. Page No.: 118

C. Evidence of California Environmental Quality Act (CEQA) Compliance

BTA projects must be in compliance with the applicable provisions of the California Environmental Quality Act (CEQA) by the BTA application submittal date. The lead agency is responsible for preparing the required environmental documentation, making the appropriate environmental determination, and submitting it with the application.

VI. APPLICATION SIGNATURE

An authorized representative of the applicant agency must sign the application. The undersigned affirms that the statements contained in the application package are true and complete to the best of the applicant's knowledge.

Name

Date

Title: Associate Engineer

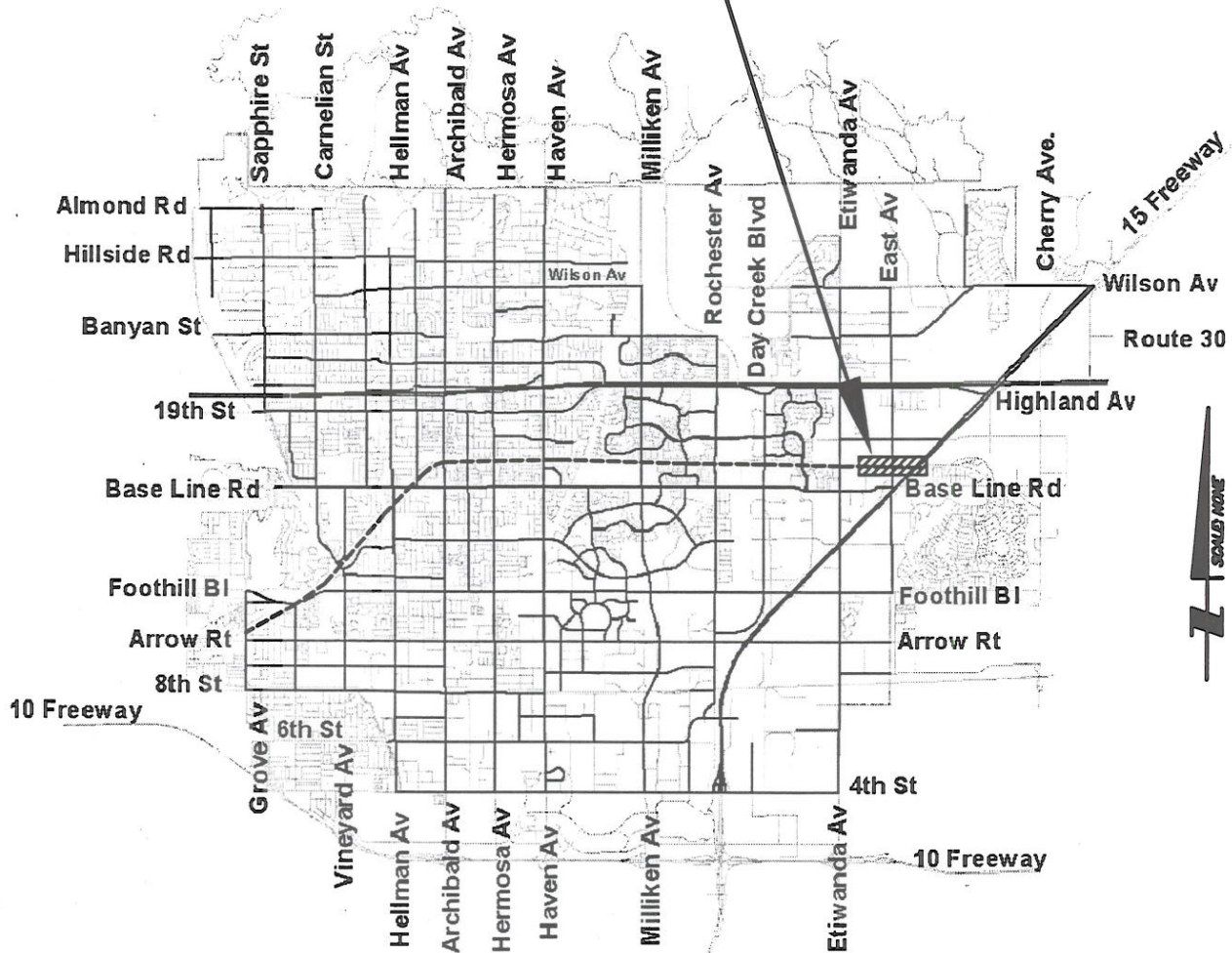
Distribution: Local agency sends original and one copy to the DLAE. DLAE forwards original to BFU and retains copy for district file.

VICINITY MAP

RAILS TO TRAILS

PHASE V

East of Etiwanda to East City Limit.
Approximately 2630 LF. Serving local
commercial, parks, schools and
regional shopping center.





At Etiwanda Train Station, facing east.



1200' east of Etiwanda, facing east.



700' west of East Avenue, facing east.



At East Avenue



East of East Avenue, facing east.



Community Trail connection along the east City Limits.



East end of proposed trail, looking east into the City of Fontana.



City of Rancho Cucamonga NEGATIVE DECLARATION

The following Negative Declaration is being circulated for public review in accordance with the California Environmental Quality Act Section 21091 and 21092 of the Public Resources Code.

Project File No.: Pacific Electric Inland Empire Trail **Public Review Period Closes:** October 17, 2001

Project Name:

Project Applicant: City of Rancho Cucamonga

Project Location (also see attached map): Located within the existing Pacific Electric Railroad right-of-way, which varies in width from 80 feet to 100 feet within the city limits of Rancho Cucamonga.

Project Description: The proposed project is the development of approximately 7 miles of the Pacific Electric Inland Empire Trail, a Class I multi-use bicycle, pedestrian, and separated equestrian trail. The project also includes the acquisition of the historic Etiwanda Station for preservation as a museum, and the potential acquisition or use of the historic Casa De Cucamonga, for use as a future transportation park-n-ride and trailhead. The total area of development of the trail is approximately 85 acres. The total area of development associated with the use of the Etiwanda Station for preservation as a museum as a park-n-ride or staging area for the Trail is approximately 4 acres; for a total of 89 acres of development.

FINDING

This is to advise that the City of Rancho Cucamonga, acting as the lead agency, has conducted an Initial Study to determine if the project may have a significant effect on the environment and is proposing this Negative Declaration based upon the following finding:

- ☒ The Initial Study shows that there is no substantial evidence that the project may have a significant effect on the environment.
- ☐ The Initial Study identified potentially significant effects but:
- (1) Revisions in the project plans or proposals made or agreed to by the applicant before this proposed Negative Declaration was released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
 - (2) There is no substantial evidence before the agency that the project as revised may have a significant effect on the environment.

If adopted, the Negative Declaration means that an Environmental Impact Report will not be required. Reasons to support this finding are included in the attached Initial Study. The project file and all related documents are available for review at the City of Rancho Cucamonga Planning Division at 10500 Civic Center Drive (909) 477-2750 or Fax (909) 477-2847.

NOTICE

The public is invited to comment on the proposed Negative Declaration during the review period.

October 17, 2001
Date of Determination

Adopted By